

**CASH TERMS FOR ADVERTISEMENTS.**  
For one inch and under. Two Shillings and Sixpence, and One Shilling for every additional inch, for each insertion.

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of his mother, who is now  
Messrs. James Gale  
are the Trustees thereof.  
made known at time of  
Cash.











SOUTHERN MAGNETIC POLE.

Abstract of the Official Report of the late Admiral D'Urville, of the proceedings of the French Antarctic expedition, 1837-1841. I have to transmit to you the results of our second excursion in the polar regions of the south. These results are, I trust, of a nature to excite general interest; and will, in particular, I venture to hope, be favourably received by the king, who himself directed my researches towards the Antarctic latitudes. His Majesty will see that, in fulfilment of his wishes, in spite of the fatigues, the dangers, and the dreadful scourge by which my first attempt was attended, I have taken it on myself to risk another, in a direction the very opposite of that which had been indicated to me. To this, I was impelled by two powerful considerations. First, the fact that we were wholly unexplored, no navigator having ever penetrated further than the fifty-ninth degree; secondly from the few declinations of the magnetic needle, hitherto noticed in much lower latitudes, natural philosophers had been led to place the southern pole in that direction.

My only regret was that of having to deal with crew exhausted by twenty-eight months of the most active navigation ever accomplished, and recently afflicted by a frightful dysentery. I knew, however, that they had faith in my star [sic, in origin]. Finally, the expedition of the English Captain Ross, and the American Wilkes, contributed to my determination.

We weighed from Hobart Town on the morning of the 1st of January, but it was not until the 4th that we made real way, with a gale that from that day, did not cease to blow between N.N.W. and W.S.W., so that we were enabled to make good a regular course S. by W. for a distance of more than 450 leagues, without any sensible deviation.

From the 12th of January, M. Dumoulin, as often as the state of the sea permitted, observed the dip of the magnetic needle, which continued to increase with regularity the most satisfactory, from 75 degrees to about 86 degrees, the highest point which we could reach. Several times a day, too, the variation of the needle was carefully noted, and on the 15th January, when it was as low as 2° above freezing, both in the air and on the surface of the water. On that day we crossed the route of Cook, 1773; and from that time were in a sea that we had never ploughed before our own.

On the morning of the following day, in 60° of latitude, and 141° of longitude, we saw the first ice, a mass of five feet in height by two hundred in length, a sharp fragment, long, broken, no doubt, and diminished by the action of the waves. Thereafter, we saw icebergs daily, of various dimensions. On the 17th, of 62 and 63, the icebergs became numerous, and presented imposing features, several of them being 300 or 400 toises in length, by 100 to 130 feet in height.

On the 21st, at one in the morning, I took the advantage of a gentle breeze from the S.E., to steer S.S.W. towards the land. To reach it, we had to make our way through an immense chain of huge icebergs, similar in form, and prodigious in their dimensions. At two and six o'clock, our corvettes defied twenty-six icebergs, of these straits of a novel description. At times the channels presented a width of not more than three or four cables' length; and then our ships appeared to be buried beneath these glittering walls, towering perpendicularly to a height of from 100 to 150 feet, and reaching up to overwhelm us with their giant hands. Then, suddenly opening out, we issued from them into spacious basins, surrounded by icebergs of strange and fantastic forms, recalling the palaces of crystal and of diamonds which dazzle so abundantly in fairy tales. A clear sky, delicious weather, and a propitious breeze, helped us through this daring navigation. The icebergs we issued from these narrow and winding channels, whose lofty walls had long shut out the land from our view, and found ourselves in a comparatively disencumbered space, from whence we could contemplate the coast in all its visible extent.

Distant from us about eight or ten miles was an immense strip of land, stretching out of sight from S.E. to W. by E., from two to three hundred toises in height, and entirely covered with ice and snow, which lay heaped up on its summit, marking the ravines on the land-slopes, as well as the bays and points upon the coast. In parts, the ice presented a smooth and uniform covering of a dull and monotonous white; in others its surface was ploughed and shattered and broken, and it had been subjected to the action of some violent convulsion, or of a sudden irregular thaw. Numbers of huge ice-hills, recently fallen from the coast, had not yet been borne away, and made the approach to it impossible.

This solid barrier forbade all progress southward; but the line of navigation could not be far off to the westward. M. Dumoulin had already observed nearly 86 degrees of dip, and I might at least endeavour to approach as nearly to the southern magnetic pole as the land would permit. A gentle breeze from E.S.E. seemed favorable to this design. I steered, therefore, seaward, and our corvettes coasted the land at six air miles distance. At noon, excellent observations gave 66° 30' of southern latitude, and 138° 21' east longitude. All the compasses in the ships steered in a remarkable manner, and on board the *Astrolabe* the reversed compass in my poop cabin was the only one which marked the route with anything like precision. On newly discovered land, then, I lay precisely under the antarctic polar circle, since it ran nearly east and west. And further, we were evidently at a very short distance from the magnetic pole.

At five in the evening, the breeze gave way to a calm, of which I took advantage to despatch Messrs. Dumoulin and Couper to a large iceberg, distant about two miles, for the purpose of observing the magnetic dip, variation, and intensity. Their operations took them three hours, and they returned on board at half-past nine, well satisfied with their station. In the mean time, all eyes on board, sided by all the glasses of the ships, had minutely examined the coast, but without discovering a single spot which the ice had left uncovered. Notwithstanding the great improbability of a compact body of ice of such extent as 1,300 feet in height, doubts might still be entertained of the positive existence of land. Besides, I ardently desired to present to our geologists samples of that portion of our globe, the first specimens, beyond all doubt, ever submitted to the inquiring gaze of man.

length, about half-past five, after appointments, M. Duruch directed on to some black stains, situated on the coast which was, as we had hitherto been, a long chain of icebergs which

extended between it and us. After examination, I could no longer have any doubt, they were rocks piercing the surface of the snow. For a moment I hesitated to send boats so far (nearly six miles) from the ships—for I knew how variable are the winds, and how thick and frequent the fogs, in latitudes like these. It was a terrible idea, that I might be forced to leave the crews of two boats to the wind and dreadful death, if a shift in the wind should drive me suddenly from my destiny [sic], and in the promising aspect of the sky, and fearing that I might meet with no other opportunity, I dispatched a boat from each corvette towards this interesting portion of the coast.

Messrs. Duruch, Dumoulin, and Lejeune, embarked in my whaler, and Messrs. Pabouze and Leguillon in Captain Jacquinot's cutter. The sailors, who shared the enthusiasm of their officers, rowed with incredible vigor, and at eleven at night the boats returned on board, after having accomplished their task. They were laden with specimens broken from the living rock—these were granites, various hues. They brought, besides, some pebbles, which seemed to me of a different species from those which we had noticed in our first visit to the ice-fields. They had seen no other trace of any organism belonging to either the animal or vegetable kingdom.

From the aspect of these rocks, no one on board retained the slightest doubt as to the nature of the formidable barrier which closed all our progress against our ships. Then I announced to the assembled officers, in presence of the crew, that this land would henceforth bear the name of *Adelie*. This designation is destined to perpetuate the remembrance of my profound gratitude for the devoted companions who have three times consented to a painful separation, to enable me to achieve my projects for ocean exploration. During that night and the day following (22nd of January) I continued to follow the line of coast, at a distance of two leagues, with a gentle easterly breeze. The weather was still fine, but very cold. In the night the mercury fell to 5° below zero of Reaumur; and at mid-day, the water which fell on the deck, instantly froze there, in the shade.

On the 23rd, I was desirous of still continuing to skirt the land, which stretched indefinitely to the west; but so early as four in the morning, the ice began to close; and when we were sufficiently near to it, we perceived that the icebergs were held together by a floe of ice which seemed to stretch from the land in a northerly direction. This unexpected barrier I strove to double; but, after every effort, it proved itself anew, and seemed to envelope us in its long windings. No other resource was then left than to work between the land and the shoal, in the hope of freeing ourselves from the melancholy *cul-de-sac* in which we had become involved.

In the early hours later, after two long reaches, we arrived at the edge of the shoal which seemed still to rise up as far as the eye could extend. Hitherto, however, it had been an affair of patience and vigilance; for after all, under ordinary circumstances, we could always reckon on at least returning by the way we had come. But the weather, which for four days had been so agreeably, suddenly changed. The sky was in all directions overcast; the wind rapidly freshened in the east-south-east; and by noon blew a gale heightened by sudden and violent gusts. These gusts were laden with a thick snow, which froze as it fell on the decks and rigging, and frequently limited our horizon to a few ships' lengths.

Trapped in, as we were, between land and the sea, and obliged to manœuvre in a space encountered with icebergs, our position became most menacing. Without having passed through a trial like ours, it would be difficult to imagine all that our crews had to suffer in these circumstances. The most trifling manœuvre required for its execution the concurrence of all hands, and was rendered of extreme difficulty on account of the ice, which stiffened the boards and prevented us from playing in the channels, themselves covered with a crust of frozen snow. In spite of all our efforts, and the alarming crowd of sail which we carried, I soon perceived that we were drifting to the westward, and that, if the storm should last four-and-twenty hours longer, we had but little chance of safety. At midnight, however, the wind gradually lulled, the sea subsided, and the horizon expanded to half a mile, and sometimes a mile; and on the morning of the 25th, once more, more dawned within us. Towards evening, a gentle breeze sprang up in the south-east; and, for a moment, I entertained the hope that we might have the land in an easterly direction, since the land had been so abruptly stopped in the west. The whole day of the 26th was, in consequence, employed in rejoining the land, from which by evening we were not more than three or four leagues distant, and in repairing the damage we had sustained in the gale. In the two hours our sails and rigging had suffered more than in six months of previous navigation. On the 27th, at midnight, however, the wind shifted round again to the east-south-east, and rapidly freshened, accompanied by gusts and snow flakes. Abandoning, therefore, all further projects of exploration on this portion of the land of *Adelie*, I turned my eyes towards the purpose of escaping the labyrinth in which we were involved. Towards five o'clock, we found ourselves in a space where the icebergs, more widely scattered, permitted us to navigate with less peril; and it was time that such should be the case—for the wind blew afresh from the east with extreme violence, making a heavy sea, and wrapping us in a thick and continued snow storm, which entirely shut out the horizon.

I bore successively, however, to the north-north-west, north-west, west-north-west, and even west, to gain, as soon as possible, the line of no variation. The fragments of ice were numerous on our path, but only some of the larger ones were visible to us, the snow concealing the rest. About five minutes past three, we found ourselves suddenly in the midst of a very thick bed of the same icebergs, which led us to imagine that we had at length doubled the northern point of the westernmost floe of ice that had given us so much trouble three days previously. This second tempest lulled towards midnight.

On the 28th, the wind again blew from the south and east-north-west—with a cloudy sky and constant snow, which continually restricted our horizon to a very short distance. Nevertheless, we pursued our route to the west. In the course of the day following, the wind again shifted to the east, fresh and gusty, and driving before it the icebergs, which kept us in complete ignorance of every thing that might be about us. About three in the afternoon, the sky cleared, but the horizon still remained in haze. However, I steered to the south-west, and at half-past three our route was barred by a floe flanked by

large fragments of floating ice, and distant at most three or four miles. Some of the sailors on both corvettes fancied they descried portions of land beyond the bank—a fact, however, which needs confirmation. I am, myself, very confident that the land *Adelie*, of which we had traced about 150 miles in extent, must prolong itself thus far; but probably too much to the southward to be visible from the point at which we now were. On the 30th, at three in the morning, the wind freshened anew—blew with great violence by five, and brought with it snow and sleet. I felt the horizon being shut out, and was closely by I stood to the south-west, making six knots through a heavy sea. At twenty minutes past eight, the look-out announced land ahead. At first it showed like a simple line, low, light, and uncertain; but gradually defined itself, and presented at length a novel spectacle to our eyes. It was a wall of ice, perpendicular on the sides and horizontal on the top, elevated from 120 to 130 feet above the waves, and not the slightest projection broke its uniformity throughout the twenty leagues of its extent that we traversed on that day. At noon, the observations gave 64° 30' south latitude, and 129° 54' east longitude. The lead gave no soundings at 100 fathoms. Touching the nature of this enormous wall, opinions were again divided. Some held it to be merely a huge mass of compacted ice, independent of any land, while others, and I for one, maintained that this formidable giant served at least as a covering or crust to some solid base—whether of earth or rocks, or scattered islands, projected in advance of a great land.

However this may be, after having run west-south-west for the space of twenty leagues, this frozen rock took suddenly a direction to the south-west. It was then ten in the evening, and I continued my course to the south-west, expecting to find it again at daylight in the morning. But on the 31st, at three in the morning, although I had turned southward, we found in its place only a formidable chain of large islands of ice—and further to the south-west, we once more fell in with a field of ice, which spread as far towards the west as the eye could reach from the masthead.

The variation, which had been north-east, had now become north-west, and that pretty strong. We had passed then the line of no variation. Messrs. Dumoulin and Couper thought themselves in possession of facts sufficient for determining the position of the Southern Magnetic Pole, within a degree—and that pole could be in the land of *Adelie* itself, or at least on the compact ice which adjoined it. I concluded, therefore, that our test was completed. \* \* \* No doubt it might have been possible to push further westward, to trace in that direction a greater extent of field-ice, perhaps even to find the land again in that quarter; for my opinion is, that it surrounds the greater part of the pole, and that the icebergs which present itself nearly at all points to the mariner who is bold enough and fortunate enough to clear the masses of accumulated ice which ordinarily girdle it—provided only that the insurmountable difficulties of ice do not frustrate his efforts. But, taking into consideration the state of the weather, I felt that it was absurd to expect to compete in a race in which the majority must go to the wall.

7. Another class, whose best policy would be to emigrate, is that numerous set of life annuitants, and those who reside abroad in search of cheap living and education for their families. These amount to a larger number than is generally supposed, and annually draw an immense sum from the pockets of the colonies. This class otherwise might be spent here in our own possessions, diffusing life and enterprise, and repaying the investors an hundred fold.

8. A numerous and distressed population, who are anxious to emigrate, is at this moment living in penury on the coast of New Zealand. They petitioned, the last session of parliament, for assistance from the Government to enable them to emigrate to Canada. At least 50,000 souls would leave that district, if assisted.

9. An immense emigration also should take place from Ireland, in order to reduce the number of labourers to the amount of labour which will employ the people left behind. At least two millions should be removed during the next ten years, which might be done at a smaller expense than is here supposed. Ireland (and especially the parts on the south and west coasts) is most approximately to British America of any of the British Isles, and the voyage from them can be performed by sailing vessels, and at a small expense. They require from Liverpool, and before taking leave of this part of the subject, let me draw the attention of our readers, and all interested, to the political conduct of Lord Petre, and others of the aristocracy of our land, who have sent out their younger sons to New Zealand, to found a future empire, and to leave a life of idleness and unprofitable idleness on the pitance of a younger son. Such emigration it was in the time of the Stuarts, that established many of the North American States, as Virginia, Maryland, Delaware, and the Carolinas, peopling them with some of our highest and noblest blood. To this day, they are considered the most aristocratic and polished States of the Union.

WHITHER SHOULD THEY EMIGRATE? (From the *Westland Gazette*.)

This subject, which has been so often on the tapis for the last few years, and which at the present time assumes a position in the moral and political circumstances of the country to which at no time previous it ever aspired, has never, in our opinion, been presented to the public eye in a sufficiently tangible shape, to enable the major class of readers to consider it in all its bearings. Numerous, indeed, have been the works written and published on our various colonies, all inviting the tide of Emigration to one or another of them, but none of them unfolding or pointing out the different advantages of each in a way to enable individuals to judge on the comparative merits of each in the emigrant's mind. We do not intend to give a mere statistical account of our various territories abroad, but rather to view the subject as a whole, in its advantages to the country and our over-crowded population, with a few ideas respecting the removal and advantageous location of the surplus—beneath the gale, at the present time, the southern coast, the settlements, and the emigrants.

In pursuance of this subject, we shall divide this discourse into two parts, namely—*Who should emigrate?* and *Whither should they emigrate?* And first, come—

WHO SHOULD EMIGRATE?—1. There is no doubt but that the number of our people who are pursuing a life of idleness and unprofitable idleness on the pitance of a younger son, is enormous. On the continent of North America a territory reaching from a medium latitude of forty-two degrees north lat. to the north pole, and between three and four thousand miles broad, of which at least one-fourth lies to the south of London, and sufficient to maintain one hundred millions of inhabitants. In South America we have British Guiana, containing about 100,000 square miles (i.e. more extensive than the island of Great Britain), with, after you have removed twenty miles from the coast, or beyond the present extent of sugar and cotton plantations, a temperate and fertile soil, abounding in navigable rivers with valuable woods of all kinds, and within six weeks' sail of the mother country. At the extremity of Africa, we have Cape Colony in about the same climate as the most southern parts of Europe, abundant in unoccupied territory, cattle, and everything but labourers to occupy and subdue it—where the vine grows, and Nature pours out her abundance with a lavish hand. The next is Australia, at a distance of between three and four months' voyage, ranging from eleven to thirty-eight degrees south lat., and with a latitude of about two degrees of the tropic, and the vine grows, and Nature pours out her abundance with a lavish hand. The next is Australia, at a distance of between three and four months' voyage, ranging from eleven to thirty-eight degrees south lat., and with a latitude of about two degrees of the tropic, and the vine grows, and Nature pours out her abundance with a lavish hand. 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